(ii) पूरे पैकेजों की आंशिक गैर-सुपुर्दगी : 4 महीने

(iii) कमी/क्षति/टूट-फूट आदि : 3 महीने

आई०आर०एफ०सी० द्वारा वित्तीय संस्थाओं से ऋण लिया जाना

2291. **श्री बरजिन्दर सिंह:**
श्री कपिल सिब्बल:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि इंडियन रेलवे फाइनेंस कारपोरेशन (आई०आर०एफ०सी०) द्वारा विदेशी वित्तीय संस्थाओं से ऋण लिया जाता है;

(ख) यदि हां, तो निगम द्वारा मार्च 1998 के अंत तक विदेशों से कुल कितनी राशि का ऋण लिया गया और इस ऋण पर 1995-96, 1996-97 और 1997-98 में कितनी राशि ब्याज के रूप में अदा की गई तथा इन पर ब्याज की अधिकतम एवं न्यूनतम दर क्या-क्या थी; और

(ग) क्या निगम ने चालू वित्तीय वर्ष में विदेशी वित्तीय संस्थाओं से ऋण लिया है, यदि हां, तो उसकी कुल राशि और चालू वर्ष में ऋण की किस्त की राशि कितनी-कितनी है?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) जी हां, भारतीय रेलवे वित्त निगम लिमिटेड (भा०रे०वि०नि०) ने 15 बिलियन जापानी येन के लिए एक्सपोर्ट-इम्पोर्ट बैंक ऑफ जापान के साथ एक ऋण-समझौता तथा 52 मिलियन अमरीकी डालर के लिए एक्सपोर्ट डेवलपमेंट कारपोरेशन ऑफ कनाडा के साथ लाइन क्रैडिट समझौता किया है।

(ख) एक्सपोर्ट-इम्पोर्ट बैंक ऑफ जापान से 11.779 बिलियन जापानी येन की धनराशि ऋण के रूप में निकाली गयी थी। वर्ष 1995-96, 1996-97 तथा 1997-98 के दौरान इस ऋण पर ब्याज के रूप में क्रमशः 7.20 करोड़ रु० 12.01 करोड़ रुपये और 16.42 करोड़ रुपए दिए गए थे। देय ब्याज की दर 5.3 प्रतिशत प्रतिवर्ष निर्धारित की गई थी। निर्यात विकास निगम कनाडा से अभी तक कोई भी धनराशि नहीं निकाली गई है।

(ग) एक्सपोर्ट इम्पोर्ट बैंक ऑफ जापान से मौजूदा बकाया ऋण को पुनः वित्त पोषित करने के लिए ए बी एन एमरो बैंक और स्टेट बैंक ऑफ इंडिया के साथ हुए समझौता के अंतर्गत 8.855 बिलियन जापानी येन की राशि और चालू वित्त वर्ष में निर्यात विकास निगम के साथ क्रेडिट समझौता लाइन के अंतर्गत लगभग 40 मिलियन अमेरीकी डालर कि धन राशि निकालने की योजना है।

Security of passengers travelling in trains

2292. SHRI NARENDRA MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have absolved themselves of any responsibility towards security of passengers travelling in trains, on the plea that law and order is a State subject;

(b) if so, what is the parameter of the role of Railway Protection Force towards passengers' safety; and

(c) why the Railways are not evolving any safety norms ensuring safe travel, as ultimately the contact point, right from purchasing the ticket, boarding the train, undertaking the travel, etc. is under the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir.

(b) the Railway Protection Force (RPF) has no role towards passengers' safety. However, the enrolled members of the Force are required to assit the Commercial and other Departments of the Railway during raids on ticketless travellers, alarm chain pullers, unauthorised hawkers and on those indulging in hose-pipe disconnection of infringing other provisions of the Railways Act, 1989.

(c) As per the Constitution, policing is the responsibility of the State Government. Law and order in the Railway premises and the running trains is maintained by the State Governments, through the respective Goverment Railway Police. However, the Railways have taken the following steps to ensure safe travel to the passengers:—

(1) Anti-social elements are being removed from Railway premises and trains by Railway Protection Force.

(2) Proper watch is being kept by Coach Attendants/Train Ticket Examiners on the passengers entering into/detraining from the coaches and the coaches are properly locked during their run especially in night hours.

(3) First Informaiton Report (FIR) forms are made available with Train Guards/Station Masters/ Railway Protection Force to facilitate the travelling public to lodge reports immediately.

(4) Public is being advised through the Public Address system to take precautions in respect of unidentified and suspicious objects.

(5) Posters and Handbills are being displayed/distributed to the passengers warning them about suspicious objects.

(6) Sharing of Special Intelligence and Crime Intelligence between Railway Protection Force and Government Railway Police is being done at all levels.

(7) Instant Action Group consisting of Railway Protection Force, Commercial and Mechanical personnel are detailed in important trains for better safety and comfort of the travelling public.

Doubling of Bangalore-Tumkur-Whitefield-Ramanagaram rail line

2293. SHIR K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the doubling of rail line between Bangalore-Tumkur-Whitefield-Ramanagaram at a cost of Rs. 200 crores included in the Budget would be taken up during the year;

(b) why only token provision is made in the budget;

(c) whether Government would consider forming a separate Corporation with Government of Karnataka to implement this project and raise resources from the World Bank, as part of the Mega city project; and

(d) if not, within what peirod the project would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) There is no such project. However, 4 doubling works *i.e.* doubling from Bangalore to Kengeri at a cost of Rs. 23.59 crs., Kengeri to Ramanagaram at a cost of Rs. 45 crs., Yeshwantpur to Tumkur at a cost of Rs. 80 crs. and quardrupling of Bangalore City to Krishnarajpuram at a cost of Rs. 85 crs. have been included in the budget. The doubling work of Bangalore-Kengeri and Kengeri-Ramanagaram have low operational priority and will be progressed as per operational necessity and after some of the ongoing works are completed. Work on other two doubling would be taken up after the requisite clearances become available.

(b) Token provision has been made because the works are either having low oprational priority or the clearances are not yet available.